

AS TO FIXING RATES

Effect on Senate Committee
of the Testimony Heard.

NO RADICAL ACTION

 AGREEMENT IN OPPOSITION TO
 DISCRIMINATING RATES.

Differentials and the Question of Uniform Mileage Likely to Be Intricate Problems.

Now that the Senate committee on Inter-

state commerce has finished the taking of testimony on the proposition looking to the fixing of railroad rates by a government commission, together with other forms for the extension of federal supervision over the great interstate transportation compa-

Many who have followed these proceedings carefully are convinced that the committee

Committee will not recommend any bill to the Senate favoring any plan for turning over to any government commission the power to fix railroad rates. The interstate commerce commission now has the power to declare that a particular rate is excessive,

and then files with the railroad company either to accept that decision and lower the particular rate or to resist the reduction in the United States courts.

Governmental Rate Fixing.

It has been contended by those who favor government rate fixing that when the commission decides that a rate is excessive it can as readily decide what the rate should be and at once fix it, having its decision go into effect at once, leaving the railroads the power to go into court to obtain a reversal of that decision. In this way the government commission would have power

to fix not only the maximum but the minimum rates. Even among those who are advocates of government rate fixing there is a difference of opinion as to whether the government commission should be authorized to command the railroad to keep up certain rates when they might want to put them down to an abnormal degree as a result of severe competition. Most of the rate-fixing advocates say that it will be sufficient to authorize the commission to keep the rates down, and that the railroads can be depended upon to prevent them from going too far down.

But one thing seems quite certain. The

committee as a whole is not in sympathy with any plan for government rate fixing that will go beyond keeping rates reasonable. It is not likely that the committee can be counted upon to take any action

that will go much beyond the present law on that subject. The members may agree on some plan for further expediting the work of the Interstate commerce commission, but they are likely to leave the power to fix railroad rates with the railroads themselves with the present legal restrictions.

Agreement as to Discrimination.
The committee and the railroad and other witnesses have agreed that discriminations between shippers are indefensible on any ground, and should be effectually

Such discriminations are now regarded as chiefly confined to private car service and other special facilities provided by large shippers which form the basis of special concessions. It has been generally claimed that an enforcement of the Elkins act

would defeat all such discriminations, but there is a general inclination on the part of the entire committee to strengthen the law in that regard to the end that all discriminations between shippers may be prevented. That is one and the only feature of the investigation that gives no opportunity for a difference of opinion except as to the method that is to be pursued in bringing about the remedy.

As to Differentials.

The subject of differentials and rate discriminations between communities has proved to be the most vexed question that the committee has had to deal with. Phil-

Philadelphia, Baltimore and all the southern ports are given a more favorable rate on the through shipments of staple articles from the west than is given to New York and Boston, on the ground that the natural advantages of New York and Boston are not equal to such a disadvantage.

to great tnat unless such a differential were allowed the ports from Philadelphia southward along the Atlantic and gulf ports would be practically abandoned for export shipments for the great products of the far west and northwest. While the railroads can make such a distinction in dealing with the seaports it is questionable

whether a government commission could do so, and in that one fact is said to be a tremendous argument for the southern senators to proceed cautiously.

is said, would deal a death blow to southern ports. Senators Tillman of South Carolina, McRaurin of Mississippi, Carmack of Tennessee and Foster of Louisiana are members of the committee.

Uniform Mileage Rate.

Closely connected with the differentials is the kindred question of establishing a mileage rate by which it would be impossible to give the far west rates that are propo-

tionally very much lower than local rates on the railroads. That would add an immense charge to the shipment of flour and grain, cattle, hogs and all live stock for export. Senators Cullom of Illinois, Dolliver of Iowa, Foraker of Ohio, Clapp of

Minnesota and Millard of Nebraska have a constituency particularly interested in that phase of the railroad problem.

The necessity, which the railroads claim they meet, to fix rates so that business can be transacted, is urged as a reason why a uniformity of rates on any mileage basis can never be realized.

All these questions will be discussed by

The committee before next December in order to determine what legislation can be recommended to the Senate. The committee met at 2 o'clock today to talk the matter over, but the final sessions at which action by the committee will be taken will probably not be held until next fall.

RACES AT BRIGHTWOOD.
Many Present at the Opening of the
Spring Meeting.

The spring trotting, pacing and running meeting of the Brightwood Driving Club was opened yesterday afternoon before a large crowd of spectators—more than have attended this racing contest on any former occasion. The revival of interest was

largely due to the large number of District, Maryland and Virginia horses in the events. The present meeting is the first in the District under the control of the Virginia association, to which the Brightwood Club belongs.

The interest centered largely in the match race between J. Fletcher's Gladstone and E. T. Hall's Bedford Boy. It required only two heats to make Bedford Boy an easy winner.

The following is a summary of the events:

First race—2.30 trot; purse, \$300.

Bedford Boy—J. F. Hall. Gladstone—J. Fletcher.

Billy Dye (A. H. White, Hartford, N. C.)	1	3	2	1	1
Eva (F. Thomas, Washington)	2	1	1	2	2
Valley Queen (H. McHenry, Hagerstown, Md.)	3	2	3	3	3
Time, 2.31½, 2.27½, 2.25½, 2.24½, 2.26.					
Second race—2.22 pace; purse, \$300.					
Miss Glenn (Tom Cannon, Washington)	1	1	1		
Tom Boy (G. R. Richmond, Richmond, Va.)	2	2	3		

Sam McKay (Jayvins Bros., Washington)....	3	4	2
Nigger Boy (O. J. Zinn, Washington).....	4	3	4
Time, 2.21½, 2.21¾, 2.23¼.			
Match race—\$500 a side.			
Bedford Boy (E. T. Hall, Washington)....	1	1	
Gladstone (J. Fletcher, Washington).....	2	dis	
Time, 2.20¾, 2.20.			
Third race—For runners; half-mile heats; two in hazard; prize—\$150.			

Ethelbrytha.....	1	2	1
Skimmer.....	3	1	2
Vibrator.....	2		
Marian Biddle.....	4		

Time, 0.51, 0.51½, 0.51. Pettit Rein, Sylvania
and Fire Escape also ran